

UNITED STATES OF AMERICA
 NATIONAL TRANSPORTATION SAFETY BOARD
 OFFICE OF ADMINISTRATIVE LAW JUDGES

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Investigation of:

M/V MASSACHUSETTS FIRE
 JUNE 12, 2006

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 * Docket No.: DCA-06-MF-016
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Interview of: CAPTAIN STEVEN BODIE

Boston, MA

Thursday,
 June 15, 2006

The above-captioned matter convened, pursuant to
 notice, at 10:35 a.m.

BEFORE: BRIAN CURTIS
 Investigator-In-Charge

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P R O C E E D I N G S

(10:35 a.m.)

MR. CURTIS: Good morning. It's the 15th of June at 10:35. We're going to interview Mr. Steve Bodie in regards to the *Massachusetts* vessel fire in Boston Harbor. Steve was the captain of the vessel that day. And before we get started, I'd just like to go around the room and identify for the transcriptionist who will be interviewing.

I am Brian Curtis, Investigator-In-Charge, of the NTSB.

MR. SPENCE: Jay Spence, General Manager of Mass. Bay Lines.

MR. LARUE: Liam LaRue, NTSB.

CAPT. BODIE: Steven Bodie.

LT. CARRUTHERS: Lt. Kelly Carruthers, U.S. Coast Guard, Sector Boston.

MR. CURTIS: Okay, Steve, we'll get started.

INTERVIEW OF CAPTAIN STEVEN BODIE

BY MR. CURTIS:

Q. Just for the record you were the captain on the vessel *Massachusetts* that day?

A. That's correct.

Q. Let's go back to a little bit of your background information, your maritime history, you know, if you just give me where you come from and how you got to where you are on the

1 maritime side, please.

2 A. Sure. My nautical background started back in
3 college. I was a Navy ROTC Midshipmen at Pennsylvania State.
4 I was commissioned an Ensign in the Navy and served for
5 approximately five years, three-and-a-half years on an aircraft
6 carrier, which I was deck officer and underway officer of the
7 deck. And then a year-and-a-half I was an officer instructor
8 at Surface Warfare Officer School in Granada, California.

9 Q. I'm sorry, your years at school, quickly?

10 A. Years at school were '73 to '77 -- no, I'm sorry, '69
11 to '73.

12 Q. We tried.

13 A. After getting out of the Navy I did some cruising
14 type sailing, sailing on sailboats to Hawaii and some cruising
15 on the East Coast. I worked at several middle management
16 supervisory jobs until I got back into the maritime industry
17 approximately 21 years ago, when I got my 100-ton license, and
18 started driving small vessels.

19 So I came to work at Mass. Bay Lines approximately 20
20 years ago and during most of that time I've been operating the
21 commuter vessels, also doing charters, some charters, and
22 operating the other vessels in the company.

23 Q. You've been sailing as captain of the company pretty
24 much all the time?

25 A. That's right.

1 Q. And you've been on the *Massachusetts* primarily?

2 A. Yes, since it was -- since it was built.

3 Q. And you hold a 100-ton license. Is that correct?

4 A. Right, 100-ton.

5 Q. I know it's sometimes difficult. We would like to
6 get a 72-hour profile, basically, you know, your sleep, wake
7 cycle and any abnormal things in your routine that happened
8 previous to the accident. The accident happened on the
9 afternoon of the 12th at 4 o'clock. So as best you can, go
10 back through Friday, what you did over the weekend and your
11 sleep, wake cycles and, you know, if you can just as best you
12 can go through that. We realize it's difficult. It's a week
13 later, but --

14 A. Okay. It's -- my weekend was pretty normal, pretty
15 normal. My son's soccer game Saturday morning in the rain and
16 doing a carpentry project in the garage in the afternoon. But
17 basically eating at home both nights and basically going to bed
18 around 11 o'clock each night over the weekend. Pretty routine.
19 Pretty routine.

20 Q. Approximate wake time?

21 A. Oh, I guess up around 7:30 in the morning.

22 Q. So nothing dramatic in your life over the weekend,
23 then?

24 A. No, pretty routine.

25 Q. Your work schedule, hours and days you work. Would

1 you just go through that for me, if it is a routine.

2 A. It is -- it has been a pretty steady routine for me.
3 I work four days a week, Monday, Tuesday, Thursday and Friday.
4 Report time is 6:00 and I generally leave work about 18:45 in
5 the evening.

6 Q. That doesn't vary that much. It's pretty steady?

7 A. It's pretty steady.

8 Q. What I would like to get is -- just give me, you
9 know, times and everything you recollection, the story line of
10 the accident from, you know, basically the trips you made
11 previous to that in the morning and then if you can just give
12 me a quick run through of your day up to that point. And then
13 once we get into the actual accident itself, from when you left
14 the dock, any preparation you may have done, as best you can
15 the times and all the events that happened during the accident.

16 So let's just start out now from the beginning of the
17 day up until the accident, just a quick run through of what you
18 did that morning.

19 A. Okay. That morning -- that morning I arrived, having
20 been with previous notification that several problems occurred
21 over the weekend with the boat. Wesley called me the day
22 before and told me some complaints that the captains had on
23 Saturday with the boat, one of which the starboard outboard
24 engine was overheating and actually had shut down on them at
25 idle.

1 So when I came in Monday morning, the first thing I
2 did was to inspect the impeller on that engine and found
3 several damaged blades on it. And so I installed a new
4 impeller on that engine.

5 Q. That's the Jabsco impeller?

6 A. Yeah, the Jabsco impeller -- yeah, which solved the
7 overheating problem for the time being. The other problem that
8 was mentioned was some smoke and sparks emanating from the
9 electrical side of the generator, which -- so I didn't use that
10 generator. We used the other generator.

11 Q. So that would be the --

12 A. That would be the port generator.

13 Q. Okay.

14 A. So I arranged for Steve Shaff (ph.) to come on the
15 boat that day and check the generator, check the generator,
16 check a few other things. Even though we stopped the
17 overheating problem on the starboard outboard, we were still
18 getting a lot of blow-by from the breathers. So we wanted them
19 to --

20 Q. Just on that one engine?

21 A. Yeah, just on that one engine. We wanted them to
22 check that engine out. Also, we had one other problem on the
23 port inboard. The idle was running -- it was running very high
24 at idle, so we presumed a stuck injector. But we weren't able
25 to go over there right away because we had two harbor tours. So

1 we did the tour harbor tours from 9:30 to 10:15 and then -- and
2 then I believe it was a 10:30 to 12:00, something like that.

3 Q. Did you meet the two ferry trips in the morning?

4 A. Yeah, I'm sorry, we did our normal ferry trips in the
5 morning, three trips. And shortly after the last ferry trip we
6 did the harbor -- the two harbor tours in quick succession.

7 Q. I don't want to interrupt, but Jay wasn't sure. So
8 if you could just give us the times that you took those ferry
9 tours.

10 A. Starting with the commuter runs?

11 Q. The commuter runs.

12 A. Yeah, our commuter runs are 6:50 departure out of
13 Hingham, then a return to Hingham from Rowes at 7:30, and then
14 a departure from Hingham again at 8:20 and we get in
15 approximately -- a little before 9:00.

16 Q. Okay.

17 A. So then we went out about 9:30 to 10:15 for one
18 harbor tour. Oh, then we did -- I believe it was 11:00 -- I
19 think it was 11:00 to 12:30, the next harbor tour. So 12:30,
20 at 12:30 we scooted right over to Charlestown where Steve
21 Shaff's mechanic, Barry, met us over there. And the first
22 thing he did was to check out the starboard outboard engine.
23 And his prognosis for that was a blown head gasket, and we
24 decided we were going to change that engine out later that week
25 as a result of that inspection.

1 Then he got to the port inboard in which he did find
2 a stuck injector and replaced it. And finally, we took the --

3 Q. Do you recall which injector it was on the injector?

4 A. He said number four on the right-hand side.

5 Q. Okay, I'm sorry. Go ahead.

6 A. Okay. And finally we took the housing off of the
7 electrical end of the port generator and started it up and ran
8 it and put a load on it, put a heavy load on it, and we could
9 not find anything wrong with it.

10 Q. Did you know who reported that being a problem?

11 A. That came from the weekend crew, Jack Ham, and they
12 duly reported it as they should on sort of a turnover sheet,
13 you know, for us to see when the regular crew gets back home.
14 So we couldn't induce it to do anything wrong, anyway, that
15 generator. But I had an additional appointment set up for a
16 marine electrician to come in and look at it as well. So we
17 continued not to use it. We just used the starboard generator.

18 Q. So that was -- so they kept using -- from Saturday on
19 they were using the starboard generator only, or don't you know
20 that?

21 A. That's right.

22 Q. And Monday, the day of the accident, you were on the
23 starboard generator then?

24 A. Only, yes.

25 Q. As far as the injector chains of the port inboard,

1 did you see anything else with that engine, any other
2 complaint? Was there anything found on that or just the stuck
3 injector?

4 A. No, just the injector.

5 Q. And it was okay after that?

6 A. Yeah, the idle was -- the idle was back to normal
7 after he changed the injector.

8 Q. Now on the afternoon trips, what's the typical run
9 times? You just gave me for the morning, but the afternoon,
10 what's the schedule there?

11 A. In the afternoon our schedule is 4:00 departure from
12 Rows Wharf.

13 Q. Okay.

14 A. And then we depart Hingham at 16:45. And then we
15 depart Rows Wharf once more at 18:00.

16 Q. Okay. So the fire was, then, on the first departure
17 from Rows Wharf?

18 A. That's right, the 4:00 trip.

19 Q. Okay. What I'd like to do is, I'd just like to let
20 you run through, you know, anything eventful on leaving the
21 dock, and just right through when you left the dock what
22 happened and just give me your rendition of everything that
23 happened during the accident and follow up, where everybody
24 went and the response, and the whole story.

25 A. Okay. Usually the second captain drives the 4:00

1 run, and I usually drive the second run, the 18:00 run. And as
2 -- and that's what happened. That's what happened on this
3 date. Wesley Babbitt drove. I stayed below for the first five
4 minutes of the trip, because our air conditioning system is
5 very prone to getting air bound, you know. And so once we got
6 turned around, once we got turned around and headed it out, I
7 went down to the engine room and bled the lower deck AC system.
8 So I was in the engine room and I didn't notice or detect
9 anything unusual at that time. Probably about five or ten
10 minutes into the trip I arrived in the pilothouse. It was
11 somewhere between Spectacle Island and the Long Island Bridge
12 that I came to the pilothouse. And I guess I'd been up there
13 about five minutes when we heard an alarm. We got an alarm
14 bell in the pilothouse.

15 Q. The alarm was?

16 A. The alarm -- the alarm was the -- was a high
17 temperature alarm and a gear oil pressure alarm on the port
18 inboard. And so I told Wesley to pull -- I told Wesley to pull
19 all the engines back and shut down the port -- shut down the
20 port inboard. And I went down to -- I went down to the engine
21 room. The first thing -- when I got down to the engine room, I
22 began to open the engine room door and I detected smoke and a
23 lot of it.

24 Q. This is the door -- the starboard --

25 A. The starboard hatch to the engine room, identical

1 hatches on both sides.

2 Q. Okay.

3 A. And I went back to the phone at the lower bar and
4 called the pilothouse, and Wesley informed me that the port
5 outboard engine had shut down by itself. And at that time -- I
6 believe at that time I told him to shut down the starboard
7 outboard engine as well.

8 Q. Okay.

9 A. And I started to head back to -- up to the pilothouse
10 and then I suddenly stopped, and I realized it's time to get
11 the passengers off the lower deck, you know. And so I told all
12 the passengers they had to go up to the upper deck. You know,
13 we have -- we appear to have a fire in the engine room and I'd
14 like everybody to move up to the upper deck. So we all --
15 everybody trooped up to the upper deck. And as that was in
16 progress, as that was in progress, one of the deckhands, Delia,
17 came up to me and wondered what I wanted her to do. I said
18 make sure everybody gets herded up to the upper deck and give
19 them life jackets from the upper deck life jacket lockers.

20 At that time I continued toward the pilothouse
21 actually encountering Captain -- I'm sorry, Commander Miller,
22 along the way. And I paused briefly to let him know what was
23 going on and requested his help in handling communications with
24 the Coast Guard, and basically told him we had an engine room
25 fire and we're going to shut down the boat and probably offload

1 the passengers to another commuter boat.

2 I went to the pilothouse then. I took the helm and
3 directed Wesley and Peter Noonan, the other deckhand, to get
4 the anchor ready for letting go. I left the starboard inboard
5 engine still running, because I wanted an engine, and I turned
6 the boat out of the channel to the place where I thought we
7 should anchor. Meanwhile, I called the *Laura* because I could
8 see them coming about a half mile away, and told Tom Sullivan,
9 the captain, that we needed them to come alongside and take off
10 our passengers fairly expeditiously. And so we actually -- we
11 -- Commander Miller came to the pilothouse, and fortunately he
12 reminded me about the ventilation. I shut down the
13 ventilation. And with *Laura* en route, I went out and helped
14 with the anchor and we dropped the anchor. It didn't take very
15 long. We were anchored. And then I went below to assist in
16 the boat coming alongside, tying it up.

17 The passengers -- the passengers came right down the
18 stairwell, the stairway, and right off the forward passenger
19 door into the door of the *Laura*. So they offloaded pretty
20 quickly. It probably took less than five minutes. And as soon
21 as they were all on board, the *Laura* cast off. Oh, one other
22 thing I forgot to mention was, as soon as we dropped the hook I
23 sent Wesley below to secure the emergency fuel shutoffs. About
24 the time we dropped the anchor, I shut the remaining engine
25 Down. And probably 30 seconds later from denying it fuel, our

1 generator shut down.

2 At that point with all the passengers off, the crew
3 and I were altogether on the lower deck deciding what to do
4 next.

5 Q. Commander Miller, he left the vessel as well?

6 A. Yes. And the first police boat on the scene, I
7 believe, was the Quincy Marine Police boat. And so we were
8 communicating with them, talking to them and through them, you
9 know, I requested firefighting -- firefighting capability, the
10 firefighting boat. So we had a brief conference among the crew
11 deciding if there was anything we ought to be doing at that
12 point and deciding, no, there wasn't anything else we could do.
13 You know, we discussed, you know, blowing fire extinguishers in
14 through the outside vent. I flatly decided we weren't going to
15 open either engine room door. We weren't going to do anything
16 to give the fire any oxygen. And by that point it became moot
17 because the Coast Guard, through via the Quincy Police, ordered
18 us off the vessel. So we all got onto the Quincy Police boat.

19 Q. And if you could just interject times in there. I
20 know it's difficult, but to the best of your recollection, when
21 the fire occurred, when you first detected it.

22 A. I would say that was a little bit after -- a little
23 bit after 16:15, because it usually takes us about 15 minutes
24 to get to the Long Island Bridge. So it's somewhere between
25 16:15 and 16:20, I'd say.

1 Q. And how long were you -- I don't want to interrupt,
2 but I just want to get these times in.

3 A. Sure.

4 Q. How long from the time you noticed the fire until --
5 you know, I just want to get the timeline -- until you notified
6 somebody, until you made notification?

7 A. I told Wesley to call the Coast Guard, but he said he
8 wasn't -- he hadn't gotten through by the time I came back to
9 the pilothouse.

10 Q. VHF?

11 A. VHF, yeah. And then I realized, you know, the
12 Commander and another Lieutenant Commander Coast Guard Officer
13 was on board and they were in touch with the Coast Guard. So I
14 didn't really spend anymore time, you know, trying to talk to
15 the Coast Guard myself with VHF. You know, we were really too
16 busy.

17 Q. I'm sorry I interjected.

18 A. Okay.

19 Q. Continue on.

20 A. So time line, I would say less than five minutes,
21 less than five minutes from the time I detected the fire until
22 the time we dropped the hook.

23 Q. And how long before they showed up?

24 A. And the *Laura* was alongside us tied up no more than
25 five minutes after that, I would say. And like I say, it took

1 less than five minutes to offload the passengers and then they
2 were underway again. So probably 15 minutes total is my -- not
3 having noted times, just my, you know, idea of what it was.

4 Q. And then you were taken off the vessel --

5 A. Approximately five minutes later.

6 Q. By -- was that again --

7 A. That word was relayed to us from the Quincy Police
8 boat. The Coast Guard wants everybody off the boat, wants the
9 crew off the boat.

10 Q. And you boarded --

11 A. The Quincy Police boat.

12 Q. And that was --

13 A. And we stood by for the time being.

14 Q. Okay, well, continue on from there. I'm sorry I
15 interrupted.

16 A. Okay. The firefighter -- the firefighting boat, the
17 firefighter, was en route to the boat, and they were in
18 communication with us. Well, actually, I was in communication
19 with the VHF radio from the Quincy boat. The Coast Guard, they
20 were asking me various questions. And also, the firefighter,
21 they were asking us various questions. The firefighter
22 eventually got there probably 30 to 45 minutes after we got off
23 the vessel. And they tied up on the port side of the
24 *Massachusetts* and entered and began fighting the fire. Shortly
25 after they were there, they asked that I come back aboard and

1 assist in answering questions about the layout of the vessel,
2 which I did. So I was on the firefighting boat most of the
3 time.

4 Q. And how long did this -- the firefighting efforts
5 continue before they extinguished the blaze?

6 Q. Best guess.

7 A. Best guess, I would say at least two hours. I would
8 say about two hours. It was -- at one point they had to pull
9 all their people off. You know, the smoke got just too bad in
10 the cabin as well as the engine room.

11 Q. Did they open the main cover of the engine room? Is
12 that how they accessed it?

13 A. Well, they accessed it through the vertical ladders
14 and the hatch is all the way after. They tried to get -- they
15 tried to cut -- they tried to cut right through one of the soft
16 -- one of the aluminum patches in the deck to get in. And they
17 gave up on that and they actually unscrewed -- unscrewed
18 The soft patch. It has approximately -- probably 30 or 40
19 machine screws that holds the hatch down. They unscrewed it
20 and they manhandled it up. And I think that was one of the
21 turning points in the fire. They were able to bring water more
22 directly onto the fire from that soft patch, from the hole in
23 the central location.

24 Q. You weren't onboard at that time?

25 A. No, I was on the fireboat. The smoke onboard, you

1 needed a breathing apparatus to be in the cabin.

2 Q. It was coming in from the ventilation passageways?

3 A. Yes.

4 Q. The access ladders?

5 A. Right.

6 Q. So the switches to secure that, I noticed on the
7 bridge there were three --

8 A. Three switches with a red placard over them with a
9 sign saying, "In case of fire secure."

10 Q. And so you shut those off?

11 A. Yes.

12 Q. Okay. I noticed they were in the on position later,
13 but who knows why. So those were secured. Just bear with me.
14 I'm flying through the check-offs here.

15 A. Sure.

16 Q. Continue on. I realize you weren't with them, but do
17 you know how the passenger -- did you have any communications
18 with the *Laura*, what their intentions were to do when they
19 departed your vessel, or did you communicate with them once
20 they departed?

21 A. Not at all. Once they were off the boat and
22 underway, they were sort of off my radar screen. I didn't even
23 think about them.

24 Q. Did they request anything of you, that you leave the
25 vessel or any communications? Did you communicate with their

1 captain beyond getting the passengers off and them getting
2 underway?

3 A. That's it. Once they got underway, I never talked to
4 them again.

5 Q. And how were you aware that they were out there, or
6 was that just a common route?

7 A. Well, we know the schedule. We know the schedule.
8 We knew there was a boat coming back the other way from
9 Hingham. And then I had a visual on it and very happily called
10 them in.

11 Q. The actual site of the accident, that would have been
12 -- correct me if I'm wrong -- would that be east of Long Island
13 Bridge?

14 A. Yeah, I recall it south, basically -- probably half a
15 mile south of the Long Island Bridge, approximately here.

16 Q. Okay. Just for the record, we're looking at a Boston
17 Harbor chart. So about a half mile south of the Long Island
18 Bridge?

19 A. Yes.

20 Q. And you anchored in water approximately -- the depth?

21 A. Approximately 20 feet of water, 20 feet of water.

22 Q. Just outside the Western Way channel.

23 Q. Bear with me. Regarding the maintenance, I guess you
24 handled all the maintenance for the vessel, I understand. If
25 you have a failure of some piece of machinery, how is the

1 notification handled? How does it get passed down the chain
2 and resolved and how was it recorded? Just give me how that
3 all transpires? Say for instance the starboard engine stopped.
4 Who would you notify and how would it be passed on to the
5 appropriate personnel?

6 A. Okay, typically if we were to lose an engine I would
7 -- I would notify Jay. I would notify Jay. If I needed
8 assistance with it, mechanical assistance with it, which I
9 probably would, I would call Steve Gagnon or Steve Shaff, who
10 normally does our service work. For example, like one
11 circumstance where we would lose an engine, perhaps once or
12 twice a year, is a fresh water pump will fail on an engine.
13 And the temperature will go up on an engine. We'll get a high
14 temperature alarm and have to shut the engine down. Or a well
15 water pump, we can change an impeller and be running again.
16 But with a fresh water pump, you just have to change out the
17 pump. So the engine is down until another pump is brought
18 onboard and changed.

19 So like I say, I usually notify Jay and Steve Gagnon
20 to bring us a pump and get it on as soon as possible.

21 Q. This Steve Gagnon, if he were to be called in, do you
22 have the authority to call him directly or does it have to go
23 through Jay? Is there a protocol there?

24 A. No, I'm authorized to call Steve Gagnon directly and
25 have him come in.

1 Q. Do you have any formal training in engineering or
2 maintenance, or is this on-the-job training that you require?

3 A. I have to say mostly on-the-job training. I'm a
4 political science major, although one of the courses that I
5 taught as an officer instructor was steam engineering and
6 firefighting and damage control. So you learn a lot of
7 engineering in the Navy, and I certainly learned a lot of
8 mechanical things from working on small boats over the years.

9 Q. The reliability of engines, are they fairly reliable?
10 Did any one engine give you any more problem than others?
11 What's your feeling in that regard? Did they operate most of
12 the time?

13 A. These diesel engines are -- I would say have a fairly
14 high degree of reliability. As long as they have cooling water
15 -- as long as you provide cooling water to them, clean fuel,
16 which we -- you know, change your fuel filters, changing the
17 oil -- I'd say they have a high degree of reliability.

18 Q. Alarms, do you periodically test the wheelhouse
19 alarms, bilge alarms and that? Did you have a schedule where
20 you periodically tested the alarms?

21 A. We don't have a periodic testing schedule, no. But
22 we do test the alarms from time to time.

23 Q. Are those necessarily logged or not necessarily?

24 A. No, we don't log them. One alarm which is tested
25 every time you start the engine is the low oil pressure alarm,

1 since you always get the low pressure alarm when you start an
2 engine, because you don't have full oil pressure when the
3 engine starts.

4 Probably our most important alarm besides the oil
5 pressure alarm is the high temperature alarm. But in addition
6 to the high temperature alarms we also have the temperature
7 gauges in a panel in the pilothouse.

8 Q. Did you notice the temperature in the engine when it
9 went high that day?

10 A. I did. It only appeared to be about 190 degrees.

11 Q. And they typically run at?

12 A. Oh, you really don't -- you rarely get a high
13 temperature alarm until the temperature is about 200 degrees.
14 So initially I was -- you know, initially I looked at the
15 alarms and was perplexed. I wasn't sure what was going on, you
16 know. Without knowing what was going on I just want to bring
17 the speed down on the engines and shut the engine down that I
18 have the alarm on, and go down in the engine room and find out
19 what's going on.

20 Q. So you have the alarm, but the water temperature
21 didn't seem exceedingly high at the time?

22 A. It didn't, no.

23 Q. Now these engines that you were operating, did they
24 have shutdowns? Will they shut themselves down, any of these
25 alarms or --

1 A. No, our engines, unlike the generators, will not shut
2 down automatically. They don't have automatic shutdowns like
3 the generators do.

4 Q. Are you saying that one of them shut down, the
5 starboard --

6 A. The port inboard.

7 Q. It shut itself down?

8 A. Yes.

9 Q. Any alarms?

10 A. No. As a matter of fact, I don't know. I wasn't in
11 the pilothouse, but I seem to -- and I'm not sure if Wesley
12 told me whether there had been any alarms at all. The only
13 thing I'm sure of is that he reported that the engine shut
14 down.

15 Q. And typically the water temperature runs --

16 A. Water temperature typically runs about 180 degrees.
17 But frequently it runs a little warmer than that. It runs a
18 little warmer than that during the summer months.

19 Q. The route you travel on these ferry runs, commuter
20 runs, that's -- you run the same route every day or do they
21 vary? Are they dictated by the office?

22 A. Our route rarely varies. We run the same route every
23 day unless occasionally there might be a lot of dock work going
24 on. Like for example, they were putting the docks in at
25 Spectacle Island during that period of time. For several

1 months we diverted around Spectacle Island. Occasionally in
2 the wintertime during the ice -- during the ice season, the ice
3 might be heavy in the Western Way. So we might go out through
4 the whole Gut and divert around our normal route, you know, to
5 avoid icing. But under normal operating conditions, no, our
6 route doesn't vary.

7 Q. So you leave from Rowes Wharf. Just give me a quick
8 verbal description of the trip.

9 A. Of the trip -- we leave from Rowes Wharf. We go out
10 Boston's Inner Harbor. We go past Castle Island. And at
11 number 5 Castle Island we change course to starboard and go
12 directly for the Long Island Bridge. From the Long Island
13 Bridge we go directly down to -- down to -- between Nut Island
14 and Peddocks Island through what's called the West Gut. And
15 from the West Gut we altered course to port and head past Pig
16 Rock and shortly thereafter we encounter the Western Way buoy,
17 which is the -- which is the initial buoy to start the Western
18 Way channel. And at that point, at the Western Way buoy, we
19 change course to starboard and we enter the Weymouth Fore
20 River. About a mile into the Fore River we change course to
21 port again and enter the Weymouth Back River. And we go in
22 between Grape Island -- between Grape Island and Weymouth,
23 change course to starboard again and head pretty much into the
24 Weymouth Back River, to the Hingham Shipyard.

25 The trip takes approximately 35 minutes, unless we

1 have some additional slow-downs for tugs alongside a barge or
2 any other circumstances which we might have to slow down so our
3 wake wouldn't cause damage.

4 Q. Do you have a go-no go policy for weather or is that
5 left to your discretion? How is that handled if inclement
6 weather followed?

7 A. It's pretty much up to the discretion of the captain.
8 We pretty much run in all weathers unless -- you know, unless
9 the Coast Guard closes the port, which just happens very
10 occasionally, you know, during a hurricane.

11 Q. But you don't have written directives for go-no go,
12 that type of thing?

13 A. No, we don't.

14 Q. And your passengers onboard, you count them on board,
15 I guess -- I take it, I understand so that you are aware of how
16 many people you have onboard?

17 A. Yes, we use a counter and we count the passengers on
18 every trip.

19 Q. And you don't communicate that -- you communicate
20 that shore side?

21 A. No, we don't. We just log it. And we communicate it
22 at the end of the day by turning in a commuter log into the
23 other company, which compiles a record of passenger numbers.

24 Q. That's just called a commuter log, and that would be
25 held by --

1 A. I don't know what that stands for.

2 Q. Drills, when you conduct them with your crew, how and
3 what you do. Just give me an overview of what you do for
4 drills with your crews.

5 A. Typically when we do training -- when we do training
6 and drills, we basically sit around in a face-to-face manner
7 and we discuss potential hazards, potential hazards on a
8 vessel, from fire, collision, grounding. And then we talk
9 about potential responses to each of the hazards and crises.
10 Man overboard, of course, and then we talk about, you know, the
11 particular features that the boat has and ways of handling each
12 crisis. And then we go through the gear. For example, for man
13 overboard, *Massachusetts* has a particular system for retrieving
14 passengers who are in the water, which includes a sort of a
15 rope and pulley system that's quickly attached to a pad right
16 outside the passenger door, that we can hoist up -- that we can
17 hoist up a passenger with a three-to-one purchase. So a 200-
18 pound person can be hoisted up with a 70-pound pull. And then
19 the horseshoe ring that we throw the passenger, we have another
20 unique thing to *Massachusetts*, where we utilize a lift raft to
21 throw over the side, to use as sort of a camel next to the
22 boat, because of the problem we have with the boat the
23 passenger perhaps going underneath the side of the boat. This
24 gives a man overboard victim something to hang onto. It also
25 gives a crew member someplace to work from at water level to

1 assist a victim to get hooked up and hoisted up.

2 Q. With the frequency of the drills, these are logged on
3 at the bridge. Is that correct?

4 A. Usually. They're usually logged. We don't log them
5 all the time, but they're logged. They're logged frequently.

6 Q. And are the members of the crew logged who are there,
7 attended?

8 A. Yes, they are. Everybody who attended is logged,
9 yes.

10 Q. And the frequency that you would conduct the drills
11 set?

12 A. See, it varies a lot because -- see, it varies a lot
13 because we go through a long period of time where we have the
14 same crew, particularly in the winter months. And then
15 starting in May or June we start having a lot of new crew
16 members come aboard. So our frequency of doing drills may be
17 perhaps once every couple of months in the wintertime.
18 Whereas, we start stepping that up -- stepping that up in the
19 warmer months, you know, when the season starts and we have a
20 lot of new people.

21 Q. Vessel communications between yourself and shore side
22 and other vessels. What do you have onboard that they use for
23 communication, radio-wise and phone-wise, whatever?

24 A. Pretty much the primary source of communications to
25 our office, to Jay Spence is the Nextel phone communications,

1 which I have the capability, or the phone capability. And
2 also, just about everybody has a cell phone nowadays and
3 certainly all the captains. And every captains' number is on
4 Jay's phone and Jay's phone is on every captain's cell phone.
5 So we have backup cell phone capability.

6 Q. Vessel to vessel?

7 A. Vessel to vessel we still -- for maneuvering we still
8 use VHF. But a lot of the internal communications are
9 conducted by Nextel and cell phone.

10 Q. What about the communications of crew members if they
11 are on the lower main deck? What means of communication do
12 they have to you in the wheelhouse?

13 A. We have a -- we've had a phone system since the boat
14 was built that's worked out real well and we still use it. We
15 have four phone stations: one in the pilothouse, one at the
16 upper deck bar, one at the lower deck bar, and one in the
17 engine room, which has always been worthless, you know, because
18 you can't hear to talk in the engine room. But at least -- at
19 least you only have to walk 30 feet to the lower bar and
20 communicate instantly with the pilothouse. So that was really
21 helpful the other day. So I could talk to Wesley without
22 having to run up the ladder and, you know, run fast and look
23 panicky.

24 Q. How many VHFs are set up?

25 A. Two VHFs.

1 Q. And you have an internal PA system?

2 A. Right. One thing I did the other day -- you know, I
3 almost had forgotten this. One thing I did, before we lost the
4 generator and 110 power, I did make a general announcement to
5 the passengers about what was going on and what our intentions
6 were. You know, I told them we had a minor engine room fire
7 and as a precautionary measure we're going to anchor, shut down
8 everything, and the *Laura* was going to come alongside and we're
9 going to offload the passengers.

10 Q. Any sense of panic with the passengers or was it
11 relative --

12 A. I didn't detect any.

13 Q. Pre-departure briefing, what do you give those -- do
14 you give those and, if so, what's contained in them and how is
15 that conveyed to the passengers?

16 A. We use the announcing system and it's a pretty
17 standard line, telling them -- telling them basically the
18 location of the life jackets, the location of the life rafts
19 and the location of the life rings in case of man overboard,
20 and that's pretty much it.

21 Q. I know you've done it a thousand times. Say you had
22 a new master onboard. Is it posted there so you can read it or
23 is it written somewhere so he's aware of what needs to be
24 conveyed to the passengers?

25 A. No, I don't think it is.

1 Q. Jumping around once again here -- five-gallon pails
2 over the port side. And of course, they're full now because
3 the engine was -- was that a waste oil type of situation, or
4 what was in those pails, anything, are you aware?

5 A. We had approximately -- I would say at least four or
6 five, possibly six, new pails of oil, new, unopened pails of
7 oil. And we had one opened pail of new oil. And then we had
8 about a half pail of used -- of used oil.

9 Q. Okay.

10 A. But we never store any significant used oil down
11 there. We like to get rid of that right away into our used oil
12 storage, which is in a trailer in Charlestown.

13 Q. That's collected there and pumped to a vendor or
14 something?

15 A. Yes, CYN Oil. CYN Oil comes and pumps out our waste
16 oil storage.

17 Q. S-Y-N?

18 A. C-Y-N.

19 Q. C-Y-N. Typically, your configuration of the plant,
20 you run all four engines and the generator? What's going on
21 down there, typical transit?

22 A. In a typical transit one generator is running and all
23 four engines are running. Very occasionally we'll need to run
24 both generators and parallel them to get -- to have greater
25 wattage available.

1 Q. Who's capable of paralleling, the captain?

2 A. All the captains know how to do that, yes.

3 Q. Oh, the hour meter, or just the trip log to keep it
4 logged?

5 A. To keep track of the engine hours, we keep it logged.
6 We log the number of hours in use, an engine or generator has
7 been in use that day, and then we -- then we keep a cumulative
8 total.

9 Q. Okay, how do you keep the hours on the engines?

10 A. Well, we keep a cumulative total on the Luboil.

11 Q. Right.

12 A. If we want to measure the hours on each engine, then
13 we go through each oil change to tally the total engine hours
14 on the engine.

15 Q. Any electrical or other type problems kept arising in
16 the *Massachusetts* or problems that you may have had down there
17 that you can think of?

18 A. Not really. No, everything -- you know, that's why I
19 was puzzled, you know, with the remarks about the generator.
20 You know, naturally we certainly don't want to be down a
21 generator because that's when you use your other one. Then
22 you're screwed, you know. So that's why, you know, we deal
23 with those kind of problems very quickly. We don't want to be
24 down a generator.

25 Q. And the vessel, generally is it an easy vessel to

1 maneuver, to maneuver the vessel?

2 A. I don't know if I'd say that.

3 Q. Okay, I'll leave it up to you.

4 A. Every vessel has its unique problems to maneuver.
5 And this particular vessel is challenging from the standpoint
6 of windage. You know, it's got a very high profile and it
7 takes a certain amount of experience to handle it well, you
8 know, without letting the wind take control of the vessel --
9 you know, in docking situations.

10 Q. So you and Wesley were primarily on the
11 *Massachusetts*. Is that correct?

12 A. Right, that's correct.

13 Q. Now weekends, what happens on your rotation on
14 weekends, when -- I don't know what Wesley's schedule is, but
15 yours is weekdays primarily. Is there a third captain
16 somewhere in there or is that Wesley's days?

17 A. We have other captains that have been trained on the
18 *Massachusetts* who may now work in other jobs -- well, who do
19 work in other jobs. But they're former captains on the
20 *Massachusetts*, and they work out very well as weekend captains
21 on the *Massachusetts* because they want to keep their hand in
22 and keep their licenses current.

23 Q. Do they do just commuter trips on weekends, or is
24 that also harbor tours on weekends as well?

25 A. They do the whale watching or charters on the

1 weekends, no commuter runs on the weekends.

2 Q. I should have asked this of Jay earlier, but are
3 these -- if you can't answer it, Jay certainly can. These
4 other trips, the harbor tours and the whale watching, as they
5 come up are they scheduled well ahead? How is that? I'll
6 throw that out to --

7 MR. SPENCE: They're on our schedule. So you just go
8 back to last week and the *Massachusetts* was scheduled for the
9 whale watch on Sunday. But with the engine situation and the
10 questions as to what was happening, it was taken off line and I
11 scheduled another boat, a slower boat, to do the trip on
12 Sunday.

13 BY MR. CURTIS:

14 Q. Okay. As far as starting the engine and getting the
15 plant going in the morning, is that the captain's
16 responsibility, somebody shore side? Who does that?

17 A. That's pretty much the captain's responsibility. The
18 captain -- although this is not written anywhere -- is
19 basically the chief engineer of the vessel.

20 Q. Forgive me my ignorance. Once again, I'm an
21 engineer. Your two radars up there and one is -- where are
22 they --

23 A. The range of visibility is the radars.

24 Q. Okay.

25 A. Well, the radar can actually go out over 12 miles,

1 but its effective range is only about -- is only really about 7
2 or 8 miles because of the height of the -- the mast height of
3 the radar antenna. So in the harbor we --

4 Q. Are both of those radars the same?

5 A. Right. Well, they're two different -- there are two
6 different kinds of radars. One's a green screen radar, which
7 can operate in daylight without a hood over it. The older one
8 is an older model and if you want to use that in the daytime
9 you have to use a hood over it.

10 Q. What else do you have for equipment up there for
11 navigational purposes?

12 A. We have a GPS, which gives us our -- which gives us
13 our position if we want a position, and a range in bearing to a
14 destination way point. We use it more often with -- on the
15 whale watches, to get to the northwest corner, to get back to
16 Graves Light or Boston Light. We also use it to find the
17 center of the Long Island Bridge in fog. You know, that's one
18 of the way points that we enter into the GPS. Although, it's a
19 lot easier finding the center of the bridge than it used to be.
20 There are a lot more buoys out there now than when I started
21 doing this about 19 years ago.

22 Q. All right, Steve, I'm going to give you a break from
23 me and pass it along to Jay Spence.

24 MR. CURTIS: Any questions you have?

25 MR. SPENCE: I think there was just one comment. I

1 think that there was maybe a miscommunication on what actually
2 the boat did after we had the problem on Saturday. The boat
3 laid up. It wasn't used. It wasn't brought down to Hingham
4 until the next morning, Sunday morning. And, you know, the
5 generator was never used again until it was inspected, the port
6 generator. And Steve changed the impeller on the starboard
7 outboard main engine. But, you know, the procedure basically
8 would be that, you know, until we know from someone else -- not
9 our expertise but someone else's expertise -- that things are
10 okay, we, you know, usually do not run things. And that was
11 the case on the port generator, with the deckhand telling us,
12 you know, there were sparks coming out. And we're going to be
13 conservative with who we believe and what we do. And he said
14 he saw sparks, so we're going to find out if there were sparks
15 coming out of it.

16 CAPT. BODIE: Just to clarify, the boat was basically
17 out of service. As soon as the whale watcher returned, it was
18 taken out of service until Monday morning.

19 BY MR. CURTIS:

20 Q. That was Saturday afternoon?

21 A. Saturday afternoon.

22 Q. So it was out of service until Monday morning, when
23 you took the vessel out again?

24 MR. SPENCE: Right. I mean, it was taken out of
25 service without passengers, because that's where it would be

1 originating on Monday morning.

2 MR. CURTIS: Okay.

3 MR. SPENCE: But Steve was made aware of the fact
4 that there was a potential problem with the port generator, so
5 he didn't run it. And it was only started up after it was
6 exposed and everything was looked at and a full load was put on
7 it, you know, Monday afternoon after the morning trips. So
8 once that it was reported that it was, you know, potentially a
9 problem, you know, sparks coming out of it, we did not use it
10 until a mechanic took it all apart and, you know, went through
11 our process -- or, his process of verifying that there was
12 nothing wrong with it.

13 MR. CURTIS: So the vessel was out of service or the
14 generator was out of service?

15 MR. SPENCE: The generator was not used until after
16 Barry -- did Barry go on or did Steve go on?

17 CAPT. BODIE: Both of them were there to look at it.

18 MR. SPENCE: The generator. Barry works for Steve.

19 MR. CURTIS: So do you have any questions?

20 MR. SPENCE: Well, I got to talk to Steve 25 minutes
21 last night and that's it. So we haven't seen each other. I'm
22 just trying to think. Getting into the crew. I guess I want
23 to make comments more than ask Steve questions. Can I do that
24 or not?

25 MR. CURTIS: I'd prefer to stick just to -- it would

1 confuse the transcriptionist more than anything.

2 MR. SPENCE: Okay.

3 MR. CURTIS: We can come back to that. But if you
4 have any questions, go ahead. Otherwise, we'll pass it along.

5 BY MR. SPENCE:

6 Q. Steve, my question is, on the captains that operate
7 on the weekends, how do they get certified to run the boat?

8 A. Well, working backwards in time, one of our newest
9 captains -- one of our newest captains, like say Joe, Joe took
10 -- Joe has taken four days of work off his regular job so he
11 could work with me for two solid days one week and two solid
12 days a second week, so I could give him a sort of total
13 immersion course in running the boat so that he would be able
14 to start being the second captain on the weekends doing whale
15 watches. So the circumstances of the other captains are
16 somewhat different. They operated the boat -- like Chris
17 Linsky, he used to work on the boat as part of the commuter
18 boat crew. So he was well trained on a daily basis back then.
19 And of course, Jay Welsh, you know, he's run all our boats for
20 many years, weekend captain. And oh, Marty -- and Marty, of
21 course, has run all our boats, too.

22 You know, these -- the people that run the boat on
23 the weekends run the boat over the course of time. We're a
24 little short on weekend captains this year, that's why we
25 totally immersed our new guy, Joe, in the past few weeks to

1 bring him up to speed. You know, but we don't want to send
2 anybody out on the whale watch that doesn't know what they're
3 doing.

4 MR. SPENCE: That's all. May I take a break?

5 MR. CURTIS: Yeah.

6 MR. SPENCE: Do you mind? I mean, you guys can keep
7 going. I just want to use the head.

8 CAPT. BODIE: I'd like to as well.

9 MR. CURTIS: We'll just take a five-minute break
10 here.

11 (Off the record.)

12 (On the record.)

13 MR. CURTIS: Okay, we're continuing. It's 11:57 and
14 we're with Steve Bodie, the captain.

15 BY MR. LARUE:

16 Q. This is Liam LaRue speaking. You mentioned earlier
17 that on Monday you replaced the impeller pump on one of the
18 engines?

19 A. I replaced the impeller in the Jabsco water pump.

20 Q. When you do, you know, repairs like that, do you log
21 that anywhere?

22 A. Usually. Usually in the engine log in the
23 pilothouse.

24 Q. Okay, and then just notify Jay or just any minor
25 stuff like that it just stays in the log?

1 A. For a minor repair like that, I probably wouldn't
2 even mention it to Jay.

3 Q. Okay. Let's see. When you were evacuating the
4 passengers on the main deck, the upper deck, which way did they
5 go?

6 A. Forward to the stairway and up the stairway.

7 Q. Nobody went off the back or anything?

8 A. No.

9 Q. Let's see. We talked about alarms earlier. Do you
10 log any of the alarms as they go off, high water temperature
11 alarms or anything? Do you log it in the deck log?

12 A. No.

13 Q. Were all the passengers on the main deck or were they
14 dispersed on both decks for that 4 o'clock trip?

15 A. They were dispersed on both decks. It was a nice
16 deck, so I would say at least half the people were topside,
17 many of whom were sitting outside.

18 Q. Okay. Now back to drills a little bit. You said
19 basically you guys sit down and, you know, discuss potential
20 hazards. That's with deckhands as well? They are all there?

21 A. Definitely.

22 Q. Do you ever, you know, go in and do actual -- like
23 pretend -- you know, break out the fire hoses, pretend there's
24 a fire in the engine room, stuff like that, where you're
25 actually acting out the drills, that type of thing?

1 A. No, we don't really do it that way. We tell people
2 how to use a fire extinguisher. We go to the fire stations,
3 tell them the precautions about using a fire hose nozzle and
4 not letting it get away from you, you know, when it's
5 pressurized, and mostly how to turn on -- how to line up the
6 valves and turn on the fire pump. So any deckhand could light
7 up the fire pump if they had to.

8 Q. Okay, how about abandon ship, is that -- do you ever
9 talk about having to abandon ship or anything?

10 A. Not much. I don't talk about that that much.

11 Q. All right, I'm a -- earlier you were talking about
12 one of the engines had excessive blow-by.

13 A. Yes.

14 Q. Can you explain that to me?

15 A. On the valve cover on the 1271 engines -- it's a V --
16 they are V engines, so there are two valve covers. And each
17 valve cover has a port on top of them. And if there's engine
18 blow by that means -- that means exhaust escaping past the
19 rings in a cylinder. It makes its way up to the top of the
20 engine and escapes out through that port. And you should have
21 very minimal smoke coming out of those ports. And we were
22 getting some significant smoke coming out of both ports, so we
23 really had it looked at.

24 Q. What would you say that's significant. It means it's
25 starting to fill up the space or --

1 A. Not quite that bad, but it was significantly more
2 than the other engines.

3 Q. Is that something you'll see fairly commonly, though,
4 is a little bit of blow back on some of them?

5 A. Yes.

6 Q. All right.

7 A. And as they get older, you know, there's more wear,
8 cylinder wear, and it increases over time.

9 Q. Okay. Could you describe for me your whale tours,
10 where you go, what your general route is. I know you talked
11 about your commuter tour, but what about the whale tour?

12 A. Sure. We do a four-hour whale watch, and usually we
13 go to the northwest corner of Stellwagen Bank. And it usually
14 takes about an hour-and-a-half of underway time to get out
15 there. And hopefully if we see whales -- in best case scenario
16 we see whales and we have an hour to observe them. Then we
17 have an hour-and-a-half back. Occasionally we have to search
18 further and go farther, and we have less time to actually stay
19 and observe the whales.

20 Q. Can you describe for me again how the passenger
21 disembarked onto the *Laura*? What side again did they come up
22 on?

23 A. They came on our starboard side, their port side to
24 our starboard side, and we made fast with two lines. And I
25 eliminated a fender that was keeping the boats apart too much,

1 and I just went rub rail to rub rail. You know, so it was
2 really close. And I thought the deckhands did very well. They
3 came down -- they came down the stairs all wearing life jackets
4 and then just stepped right across. The forward passenger door
5 is right at the foot of the stairs.

6 Q. Right. Did you have the deckhands doing any other,
7 you know, crowd control duties? You told everybody to go up to
8 the upper deck and then you went in and maneuvered the ship and
9 anchored. So did you have anybody else doing anything else at
10 that time?

11 A. No, Delia was handling the passengers and the life
12 jacket -- and getting them the life jackets. Peter and Wesley
13 were getting the anchor ready for letting go. And I was in the
14 pilothouse until that became an unnecessary place to be.

15 Q. Okay. And what was the condition of the fire at that
16 point? I mean, was smoke billowing out, yet, or was it --

17 A. Yeah, it was coming out of both vents in the engine
18 room. Tendrils of smoke were even coming up through the soft
19 patch in the deck. I mean, it was getting pretty obvious to
20 everybody, you know, that we had a fire.

21 MR. LARUE: I think that's all I've got. Lieutenant?

22 BY LT. CARRUTHERS:

23 Q. Lt. Carruthers. You said that when you guys got
24 together, the crew, on the deck, you talked about what actions
25 to take?

1 A. Are you referring to when we offloaded the
2 passengers?

3 Q. After you offloaded the passengers, Steve, how to
4 best handle the fire. And one of those was that you could
5 deploy a fire extinguisher into the vent?

6 A. That was one thing we considered, one thing we
7 discussed.

8 Q. Did that actually happen?

9 A. No.

10 Q. Okay. What channels, ship channels are you usually
11 monitoring in the pilothouse?

12 A. Thirteen and sixteen.

13 Q. And when you went -- you heard the alarm and you went
14 down to the first deck, and you went towards the stern of the
15 boat to look at the access. You said you didn't open the
16 doors?

17 A. Yeah, I started to open the starboard access and I
18 could see -- I didn't open it more than an inch or two and I
19 could see the smoke. And I re-dogged it.

20 Q. Was there smoke coming through that hatch before you
21 opened it? Did you notice anything about the hatch that maybe
22 someone else on the first deck would have noticed? Was there
23 anything coming out before you had actually opened the door,
24 before you saw the smoke?

25 A. I did. I had to open the door before I saw smoke. I

1 mean, I could see the smoke on the stern. I could see the
2 smoke behind the boat. I was still hoping it was something I
3 could deal with, you know. I was still hoping it was a major
4 engine casualty that could be dealt with. You know, but once I
5 started to open that hatch I knew it was all over. I
6 immediately closed it again and proceeded as I said.

7 Q. At that time you noticed there was a significant
8 amount of smoke coming through the vents upward?

9 A. Yes.

10 Q. That none of the passengers noticed? Because if the
11 -- that means they were all on the second deck, because of the
12 good weather, and nobody noticed the smoke from up there?

13 A. They may have. I'm not sure. I could tell the
14 passengers on the lower deck noticed the smoke. One of them
15 actually pointed at the -- pointed at the soft patch or the
16 hatch in the center of the engine room deck, you know, where
17 smoke was starting to come out of, too. And it was at that
18 point that I decided to move them all upstairs.

19 Q. How big a time frame was that, from when you opened
20 the door and you opened it? Like just mentally go through.
21 You open the door. You see that there's smoke, and then --

22 A. Seconds.

23 Q. You close it. You turn around, and a passenger
24 points to the deck.

25 A. Yeah, that may have happened that way or I may have

1 proceeded to the phone at the bar first and communicated with
2 Wesley and then came from around the bar, at which point the
3 woman pointed at the deck.

4 Q. Did it seem like a significant amount coming through
5 there that probably wasn't coming out when you walked by it?

6 A. Those are sealed pretty well, those hatches. So if
7 there's any coming out, I know it had to be catastrophic
8 underneath. So at that point I knew it was big trouble.

9 Q. Okay, but that was -- none of the other passengers
10 before that noted anything? That was the first woman to see
11 the deck smoke?

12 A. I think so. Yeah. To my knowledge, yes. I mean,
13 passengers are, for the most part, very complacent. You know,
14 they're into their own worlds, many of them.

15 Q. Did you notice a temperature difference on that deck,
16 like -- was it all closed off with AC on the first deck?

17 A. No, I didn't notice a temperature difference. No, I
18 didn't. You know, the AC was probably still working at that
19 point, you know, because it really runs on cooling water, on
20 sea water, you know, to cool the compressor. It was probably
21 still working. I didn't notice any temperature, any -- there
22 was nothing about the temperature to alert me to a problem on
23 the lower deck.

24 LT. CARRUTHERS: Okay.

25 BY MR. CURTIS:

1 Q. Brian Curtis. I just have one question for
2 informational purposes. You also do a harbor tour. Is that
3 correct?

4 A. Yes.

5 Q. And those are comprised of --

6 A. Many of our harbor tours are comprised of Oriental
7 travel groups, which we've been doing for the last year. Year
8 round we've been doing them. And then this time of year in
9 particular we do a lot of school groups, in the month of May
10 and early June.

11 Q. How long do those last?

12 A. Usually about an hour-and-a-half.

13 Q. Is this just a sightseeing type thing?

14 A. Right, historical harbor tour and sightseeing.

15 MR. CURTIS: That's all I have. Jay?

16 BY MR. LARUE:

17 Q. Liam LaRue. Just one more question about drills
18 again. When you all sit down and talk about your procedures
19 for firefighting, you know, what's your basic procedure for an
20 engine room fire?

21 A. I'm very aware of our lack of capability of fighting
22 an engine room fire on a small vessel, because -- for example,
23 our fire pump runs off of 110. And once you secure your fuel
24 and you lose your generator, we lose 110. We don't have the
25 ability of putting any water on the fire. So the type of

1 things we discuss -- we discuss in our training is -- say a
2 deckhand was in the course of his normal engine room check
3 would discover a fire in the engine room, he should immediately
4 evacuate the engine room and notify the captain. So a captain
5 or a second captain can be on scene and deal with it.

6 And, you know, if you have a small fire which can be
7 put out with a fire extinguisher, fine. But if you have a fuel
8 fire in the engine room -- I've always thought this, there's
9 really nothing we can do but shut the engine room down,
10 evacuate the passengers and call for assistance. And that's
11 why, I mean, it just went down exactly as we discussed it and
12 thought it would. Actually, I was not surprised by anything
13 that really happened.

14 Q. Did you guys talk about like anchoring somewhere,
15 like you ended up doing? Is that an option that you have
16 discussed in the past?

17 A. Yeah, the option of anchoring or running the boat
18 aground. Obviously anchoring gives you the opportunity for
19 boats to come alongside you. This is not a case where I would
20 want to run the boat aground and not have boats be able to help
21 in a rescue attempt. But as they were fighting the fire and
22 the boat was going down in the stern over two feet, you know, I
23 began thinking the boat might sink. And, you know, less than a
24 quarter mile away was a sandy beach on Long Island, and I was
25 really considering trying to get it over there at that point.

1 Although, you know, of course, at that point it was totally out
2 of my hands.

3 MR. LARUE: All right, thank you.

4 MR. CURTIS: A quick check here, to make sure we went
5 over a point or two.

6 That's it, Steve. I appreciate you coming in today.

7 It's now 12:15. That concludes the interview. Thank you.

8 (Whereupon, at 12:15, the above-entitled interview
9 was concluded.)

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CERTIFICATE

This is to certify that the attached proceeding before the

NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: M/V Massachusetts Fire
 June 12, 2006
 Interview of Captain Steven Bodie

DOCKET NUMBER: DCA-06-MF-016

PLACE: Boston, MA

DATE: June 15, 2006

was held according to the record, and that this is the
original, complete, true and accurate transcript which has been
compared to the recording accomplished at the hearing.

Phyllis Jarvis
Transcriber